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should be allowed to export products of equal value to insure a profit at each end of the voyage, a great inducement to traffic on the part of the Bermudians.

An act of Congress dated Nov. 22, 1775, considered the needs of the islanders and permitted the exportation of foodstuffs. The allotment of the several exports of food is an interesting reflection of the geography of the Colonies. South Carolina was to supply the rice, North Carolina, Virginia and Maryland the Indian corn and beans, Pennsylvania and New York the flour and beef or pork. The apparent solicitude of the Americans was undoubtedly in great measure due to the part which the islanders played in the famous seizure of gunpowder in 1775. This was carried off by an American expedition with the help of some of the sympathetic islanders, from a public powder magazine on the islands and supplied to the armies in the field. The traffic in all commodities is inferred to have been attended with considerable risk, as the governors considered it treasonable. Certain it is that there was more or less destitution during the war, because of restricted trade.

The strategic advantages which the islands possessed were recognized by many at that time. One member of Congress who visited them described the harbours and channels, and advised Congress to take possession of and fortify them and build and fit out vessels to destroy British commerce in the West Indies. It was doubtless deemed impracticable to carry out this plan, on account of the slender naval resources of the Americans, as seen after they had gained the assistance of the French fleet. So thoroughly American were the Bermudas in sympathy, by virtue of the affinities already specified, that in the Treaty of Commerce and Alliance between France and America, signed Feb. 6, 1778, "it was stipulated that all the West Indies, if conquered, should belong to France, but that Bermuda should be added to the United States."

Professor Verrill's paper, although short, contains an abundance of suggestive material and is well supplied with references to authorities. It is brought out very clearly how important was the connection which these islands established with the Americans by virtue, not only of their geographical position with respect to our shores, but also because of the complementary relation which their products sustained to our needs, coupled with a general emigration induced by the decline and final cessation of tobacco culture. It may be suggested that such island studies are of prime importance in geography, for in them we shall perhaps find portrayed in clearer manner than on the mainland these strong contrasts that natural divisions tend to offer, not only in the matter of products and needs, but also in political thought and action. In case of such tendencies to contrast on the mainland, the lines of separation are blurred by the rivers that cross from one natural province to the other and by the more complete intercommunication in general afforded by land roads than by sea roads. The Philippines, Madagascar, New Zealand, Iceland and Japan ought to yield excellent examples of these and other principles upon thorough study.

I. B.

Modern Argentina: The El Dorado of To-Day, with Notes on Uruguay and Chile. By W. H. Koebel. Pp. 328. F. Griffiths, London, 1907. (Price, 6 shillings.)

After reading carefully to the end the present work, one lays it down with the sincere regret that there is not more of it. In fact, he gladly takes it up again and peruses the various chapters independently of each other, as a source of con-

tinued profit and enjoyment. There is a spirit of justice and fairness throughout these pages not common to British literature on other countries and their people, and positive proofs of practical knowledge of the subject that may serve as a model for many modern writers in similar fields. Unfortunately for our earnest desire to do justice in detail to the excellence of the volume, the topics treated are geographical only in a secondary way and the treatment is on the popular line, which does not make the volume less valuable. The style is very clear and fascinating and the modesty of the author so great that he does not mention himself or anything remotely connected with him in the 370 pages of the text. The pictures are numerous and very good.

Without the aid of statistics and paraphernalia of mathematical geography, the reader obtains a very good general idea of the nature of the countries described. The descriptions are not only life-like but living. This is especially the case with the *population* of the three South-American republics, Argentina, Chile and Uruguay. The author conceals no defect of any importance in national character, but treats these failings with tact and decorous consideration. The differences in type of character are perfectly indicated in every case. The chapters on the natural history of the Argentine are very interesting and instructive. We may note a misapprehension concerning the *Vizcacha*, which is called a prairie-dog. The German term, "Hare of the rocks (Felsenhase)," is more appropriate, though in its burrowing habits the vizcacha resembles the prairie-dog. So the hare and the rabbit may as well be assimilated to *Arctomys latrans* as to *Lagostomus trichodactylus*.

In view of the fairness, thoroughness and perspicacity displayed by Mr. Koebel, we regret that he has not devoted any space to the other European colonies on Argentine soil beyond the British. In one place he mentions Italian labour as the tool of British capital. The Italian colony is the most important in numbers and of late it has exerted great influence in financial and industrial matters. It would have been very interesting and valuable to have the impartial views of Mr. Koebel on the *rôle* played by the European factors in the development of the Argentine Republic.

A. F. B.

D. Detlefsen. Ursprung, Einrichtung und Bedeutung der Erdkarte Agrippas. (Heft 13: **Quellen und Forschungen zur alten Geschichte und Geographie, Herausgegeben von W. Sieglin.**) Berlin, Weidmannsche Buchhandlung, 1906.

It was Agrippa who appears to have constructed the first map of the Roman Empire. Pliny tells us, and he is our chief source of information, that this map was sketched on the walls of a portico in Rome, and he implies that the Emperor Augustus had something to do with its execution; perhaps it was completed at the instance of the Emperor on the death of Agrippa.

This map has been the subject of many commentaries, and in this monograph of 117 pages we have one of the most pointed and most interesting of the list. The author states it as his purpose to consider the origin, construction, and significance of the map. This analysis he follows in his discussion. Whatever the part taken by Augustus, the opinion is here expressed that to Agrippa chief credit is due for the orderly arrangement of the material at hand and for the draughting of considerably more than the mere outline of the map. He does not think the evidence sufficient to warrant our giving Agrippa first rank as a trained